

January 13, 2014



Marine Terminal Advisory Committee

POA Commission Meeting Room

Meeting called by: Josh Beaner, Marine & Airport Services Manager - POA **Type of meeting:** Quarterly or as requested

Facilitator: Committee Chair: Barb Rodgers (absent for this mtg) **Minutes:** Julie Johnson Lindsey - POA

Present:

Tony Johnson – Metro Ports, Renee Westland – Chemtrade/Sulux, J.B. Smith – Neighbor, John Decker for Tyler Ashbach – ILWU Local 25, Cynthia Richardson – Neighbor

Attendees:

Also attending from the Port: Bob Hyde, POA Executive Director, Chris Johnson, Deputy Executive Director Josh Beaner, Marine & Aviation Services Manager, Jenkins Dossen, Facilities Services Manager, Julie Johnson Lindsey, Executive Assistant, and Commissioner Bill Short. Arriving later in the meeting Port Commissioners Bob Eberle and Pat Mooney –

Absent: Barb Rodgers, Alta Nguyen, Anthony Young, Dan Crookes, Dan Jankelson, Eric Bowman, John Dumas, Kittie Ford, Mike Nelson, Pat Murphy, Richard Spracklin, Ryan Larsen

Call to Order Josh Beaner in place of Chair Barb Rodgers called the meeting to order at 5:02 p.m.

Introductions

Review Agenda

Minutes

Agenda Item: Year-to-Year Comparison Bulk Products

Presenter: Josh Beaner

Discussion: Josh provided a report showing comparison for bulk product shipment from year to year 2007-2013. The number of ships and barges arriving was highest in 2012 with just a slight decrease in number and amount of product Loaded in 2013. For example, 54,575 metric tons of prilled sulfur was shipped in 2012, compared to 53,301 metric tons in 2013. Additionally, a pet coke ship arrived the end of 2013 but did not complete loading operations until 2014. There will be a sulfur ship taking 11,000 metric tons, and a pet coke barge taking 6,114 metric tons later this month. Josh reported that Shell will have a shut down this year and Pier 2 should see a lot of pet coke prior to and after the shut down.

Agenda item: Wyman's Update

Presenter: Jenkins Dossen

Discussion: The Wyman's Habitat Mitigation Project is substantially complete – contractors are installing more rock today to Help with some erosion and protect the slope. In response to questions from J.B., Jenkins noted the chain link fencing will remain du Safety concerns with the narrow 30' roadway. Cynthia noted the dark color of the chain link looks nice and isn't obtrusive. There will be a ribbon cutting ceremony on Feb. 14th at 11:00 a.m.

Agenda Item: Pier 2 Dredging Update

Presenter: Jenkins Dossen

Discussion: Jenkins reported the project is proceeding with permitting and designs with the goal of having bids out at the end of the year, and to have work begin in the Fall of 2015 and finish in Feb. 2016. In-water dates are dependent on the fish Window.

Agenda item: Noise Meter Update

Presenter: Josh Beaner

Discussion: Josh reported the noise meter has been working very well and picked up a lot of data during the Wyman's mitigation project.

J.B. inquired whether there had been any community comments to the Port proposing extending the operating hours at Pier 2. Bob Hyde noted that the owner of the hotel on Q Avenue had expressed concerns about the possibility of extended hours. He noted the Port was still in the data collection phase. J.B. noted the Cap Sante neighborhood in the 1990's had been in what he termed continual fights with the Port and wondered why the Port would go back to that status. Bob Hyde explained the Port believes extended hours can be accomplished without noise. Josh noted the problems in the past were due in part to coke dust and that the all new trucks were far quieter than those in the past with covers that prevent dust. Bob Hyde noted the ambient noises of the town were also louder now than in the 1990's and that the truck traffic doesn't register. The Port wants to be good neighbors, but could run more efficient operations with the extension from 10 p.m. to 12 midnight.

J.B. cited pollution from the trucks and invited the Port to come over to his home – Bob noted the Port would be happy to and to take readings there.

Renee inquired how many letters against the extended hour the Port had received – Bob reported there were three letters.

John F. inquired if there had been any thought given to building barriers – there had not been.

Josh explained the Port takes pride in keeping the terminal clean. Loads are misted to prevent dust and the pier is swept after every load out and twice monthly as well. J.B. did not dispute that, just the added hours past 10 p.m. He inquired if the Port was planning to add more shippers. Josh explained the request for additional hours was from the current shippers and was production based. John F. noted it was important to shipping folks to do a faster turnaround.

Josh inquired how J.B. would feel about extended hours on weekends only. J.B. noted all deserved 9 hours of sleep per night.

Cynthia asked in regards to Q Avenue what percentage of the truck traffic was attributable to other users, such as Trident.

Josh explained the Port has cameras that will aid in researching that. Cynthia noted it would be good to know how many during that time were trucks other than those headed to Pier 2. Josh explained that if operations ran until 12 midnight, it would be possible to unload eighteen more trucks at a rate of approximately 9 per hour.

John F. inquired if there had been any feedback from the truck drivers regarding the new Q/R Ave. roundabout. Tony noted there hadn't been any slow down in time and Renee noted there had been no complaints from drivers on their end.

John F. inquired was the Port trying to generate more money by the extended hours and had the Port explored other shipments than pet coke and sulfur. He noted it seemed there was a lot of down time at the Pier when no ships were in. Bob Hyde explained the Port was always looking for another bulk product. Shippers look at what the Port offers, but we don't have rail service or a lot of storage areas or cranes, plus the 10 p.m. closure time, make the Port less competitive.

Tony noted Pier 2 was also occasionally used for transferring project cargoes for Janicke Industries and for Transpac.

Agenda item: Report on Odosulf Monitor

Presenter: Josh Beaner

Discussion: There have been just 2 hits on the ODOSulf, neither of which exceeded normal levels and both were Below the 8 parts per billion “measureable” level
One was during a ship loading and one was during a time when there was no ship.
The monitors are providing useful information. Josh noted the readings are available on-line. He also noted the exhaust from Garbage trucks and trucks waiting to use the Wyman’s ramp register on the monitor.

Questions/Comments

Josh Beaner Josh asked the committee what they would prefer for the timing of the next Committee meeting. He noted last year the committee took July and August off. Cynthia noted December was also not a Good month due to the holidays.
It appeared January, April, Mid-June, and late Sept. were preferred by the Committee and Mondays Continued to be okay.

Cynthia asked what activities were coming up in the next 6 months. Josh noted there is a new small boat builder on the terminal Constructing a 58’ fishing boat and will be setting up in the area adjacent to where San Juan Propane keeps some of its trucks. Bob Hyde noted the former Randy’s restaurant is supposed to be reopening soon.

Bob Hyde Additional reports:
The Port is performing work on the pavement near Puget Sound Rope to improve drainage. PSRope Has recently installed new equipment and a new transformer.

Dakota Creek Industries is scheduled to launch a new vessel in March.

The American Cruise Line vessel American Spirit is scheduled for and increased 24 visits this year. Dates will be available on the Port’s website calendar.

Regarding the Barge Ramp – the Port is looking into installing a mechanism to manage use. Currently The charge is \$75 per use for the drop frame barges. Some recreational boaters attempt to use the ramp, But it is very steep and has no dock or place for trailer parking. The port is looking into a card key, Gated arm type system to keep better track of uses. There is an area for commercial truck staging at the End of the restaurant’s parking area. The propane trucks, as mentioned earlier, now stage on Pier 2.

The Port recently purchased the Quiet Cove property adjacent to Curtis Wharf. Chris noted Becky Darden Will be the project manager. The Port will do testing to determine if any clean up is needed at the site, Which was formerly a tank farm. The Port received an IPG grant to help pay for testing.

J.B. Smith Asked about the Port's "game plan" for making a decision on extending hours at Pier 2.

Bob noted the Port was just taking readings now. The actual agreement for operations is between the City and Shell. When more information is available, the Port will report on it to both the City and the committee.

Other Information

Observers: None

Next Meeting: Josh Beaner - **Per the earlier discussion:** The next MTAC meeting will be scheduled for April 14th at 5 p.m.

ADJOURN – The MTAC meeting adjourned at 5:34 p.m.